

AT WESLEYAN UNIVERSITY

Middletown, Conn., June 18 (Special).—Wesleyan

University of Miami who assemble here next week for the commencement exercises will miss the presence of Daniel Henry Chase, LL. D., the first graduate of the institution. Although he had been ill for some time, Mr. Chase, who died at a short time before his death, is to be present at the seventy-fifth anniversary of the founding of the college next year. Always a resident of Middletown, he was present at each commencement, and his familiar figure will not soon be forgotten, nor will his interesting reminiscences of the days when Dr. Wilbur Fisk was the first president.

While the commencement programme this year possesses no special features, the exercises are to be the occasion of the announcement that in 1966 it will be three-quarters of a century since the beginning of "Pair Wesleyana" was made and that a general rallying of alumni is expected, just as was the case two years ago, when the bicentennial of the birth of John Wesley was observed. Those graduates who do not expect to be on hand for the centennial exercises in 1933 will be pretty sure to ob-

New-Haven, June 18 (Special).--A new Sta

legislative by-products this year which will interest New-Yorkers who use Connecticut highways. Even the automobilists who whizz up and down this State will probably admit that there has been need of such a law, or enforcement of the law already on the books. Their comfort, as well as the safety of the highways, will gain from the effect of new regulations. As is usual in all forms of private enterprise, it is the fellow in goggles who daredevil propensities, who wants the whole road to himself and ten feet the other side of the fence who makes the trouble. The average driver is decently respectful of the people who are on the road, and who doesn't care, the "author" who makes regulations such as these necessary, whether he

ASSOCIATION.



London, Lockwood Hotchkiss, jr., of Ansonia, ex-

of Norwalk, ex-Mayor Taylor of Bridgeport, Mayor Keeler of Norwalk, James T. Hubbell, of Norwalk

Most often he is some one who is making a tour. To put some sort of a brake on these drivers

the main idea of the new State law. But whether it will in actual operation be any more effective than the present law is a question. Ever since bicyclists suddenly became a public nuisance and

more recently, since the automobilists have loomed up as even a greater public danger, the difficult has been to put into effect the regulations on the statute books. Nothing is deader than a dead law, and if some life can be infused into the new regulations everybody is going to be satisfied.

The speed limit allowed for horseless vehicle from July 1 on will be twelve miles an hour.

the cities and twenty miles an hour in the country. Furthermore, all motor cycles are hereafter to be classed with automobiles and licensed, numbered and regulated similarly, so that these wiers an

clattering machines will now be brought under the speed law. From now on the present swinging number signs must be stationary, so that traffic can be read by any suddenly bewildered and infuriated citizen whose collar buttons may have been sawed off in passing, and the "autos" must be numbered fore and aft. A dollar is to be charged by the State for each license. A section of the law which will light a kindly ray in out of State drivers' eyes is that non-resident owners who desire to cross Connecticut and who have complied with their home regulations may run their machines

FOR PUBLIC SAFETY.

As to the new speed regulations, this may be said: The scorching automobilists, according to the new law, are to be furnished, gratis, it seems, by statute, with what emotions of respect for other people that they themselves may happen to feel. The new law, with pro-

to lack. For instance, the new law, which pro-
found statesmanship, says that all drivers are
hereafter, if they do not happen to think of it for
themselves, to run their vehicles with "due re-

guard for public safety"; they are to reduce speed when approaching a team or people who do not happen to know they are coming, and to slow up on curves, bridges and at intersections of roads. This brilliant attempt at personal regulation seems

to be one of those things that legislatures are always aiming at, and which, for all the good they do, might as well be omitted. Just how such an order is going to be worked by the authorities does

not appear. It probably will not be worked. Town and cities are by the new law not allowed to specify local speed limits, but may issue speed permits when exhibitions or speed contests are to be held.

JAIL FOR AUTOMOBILE SPEEDERS.

The penalty part of the new State Automobile speed law provides that the violation of these regulated regulations is to be paid to justices of the peace by fines running up to \$300 or by thirty days in jail. For the first offence, the new law provides that the offender shall be fined not less than \$25 nor more than \$100, or be imprisoned not less than ten days nor more than thirty days.

imposes a fine of \$300, and not less than \$50, and imprisonment for not more than a month. For the second offence the fine is not to be less than \$50 nor more than \$500, and imprisonment for not

more than sixty days. For all other minor violations the new law imposes fines of not more than \$50. While imprisonment was part of the old law, it was never a weapon that was used by the State. The new law generally increases the penalties and puts Connecticut among the few States that have

Just what will come of the new speed regulation

For motor cars will not be certain until after the first prosecutions. The automobilist who skates careening, through the State, slowing up whenever he meets a team, is going to think that he has lost half the fun of motoring. And the pedestrian who has his straw hat fringed and his shoe lace

Trimmed by a passing car is going to get out of the way the next time and let prosecution take care of itself. But the State means business this time. It really looks as if at last some of these

Extra fast motorists would catch a tartar, or a local sheriff, if the new laws are not obeyed. But regulations of this sort are peculiarly impotent to less the imprisonment clause is actually enforced. Financial penalties mean nothing to the ordinary fast driver, who is usually wealthy enough to add prospective fines to the annual cost of running his machine. Gasoline, punctures and fines a mile seem to be part of every well regulated automobile driver's account book. For several years Connecticut

has had a law which could imprison a particularly reckless driver, yet there have been no cases of imprisonment, in spite of too numerous occasions for it. It has been so dead a law that few people

Probably even know it is on the books. The point is that any such law as this is probably entire; the law is useless unless it is put into rigorous effect. An occasional example might do the business.

Connecticut highways are on the whole popular with New-York automobilists, and they ought to be as safe as the highways of any other State. The enforcement of this new law will make for the safety of the interests of all concerned, as the average ownership of an automobile belongs to the law-abiding and peaceful class. Here and there a Connecticut pedestrian's life may be prolonged to an Osleian length by the avoidance of an accident, and here and there a reckless driver may be kept from meeting a deserved, if early, demise. Thirty days is

It ought to clear up some of the cobwebs in some of these automobilitic consciences. If it does that it is likely that the new law will be of some value to all concerned.

THE PARDON VETO.